



2017 Laser Standard Men's World Championship 12 – 19 September 2017

Sailing Instructions

Venue: Split, Croatia

Organizing Authority: The Sailing Club Mornar and the International Laser Class Association (ILCA)

1. RULES

- 1.1 The regatta will be governed by the 'rules' as defined in the Racing Rules of Sailing. The prescriptions of the National Authority will not apply.
- 1.2 Laser class rule 7 (a) is restricted as follows: "Only one person shall be on board whilst racing. The person shall be named on the entry form."
- 1.3 Appendix P will apply as amended in instruction 18.
- 1.4 Appendix T (Arbitration) will apply.
- 1.5 In all rules governing this regatta (DP) denotes a rule for which the penalty is at the discretion of the International Jury and (NP) denotes a rule that shall not be grounds for protests by a boat. This changes rule 60.1(a).
- 1.6 (NP, DP) Advertising - The organizing authority may require competing boats to carry event sponsor advertising.
- 1.7 If there is a conflict between languages the English text will take precedence.

2. NOTICES TO COMPETITORS

- 2.1 Notices to competitors will be posted on the official notice board located near the race office.
- 2.2 The race office is located at the Mornar Sailing Club Uvala Baluni 1, Split, Croatia.
- 2.3 The race office is open:
12-13 September from 0900 – 1200 and from 1300 – 1800
14-19 September from 0900 until 30 minutes after the protest time limit unless extended at the discretion of the race committee.

3. CHANGES TO SAILING INSTRUCTIONS

Any change to the sailing instructions will be posted before 0830 on the day it will take effect, except that any change to the schedule of races will be posted before the end of the last protest time limit or 2000, whichever is later, on the day before it will take effect.

4. REGISTRATION / EQUIPMENT INSPECTION

- 4.1 Competitors shall register at the race office and complete all required registration and equipment inspection formalities before racing.
- 4.2 Information on equipment inspection will be posted on the official notice board. Boats shall be presented with all equipment that shall be used in the regatta, with the bottom mast, boom and all control lines rigged and with the sail and top section derigged ready for inspection.
- 4.3 Equipment inspection will take place at the boat park between the following dates and times:
12 September from 0900 – 1200 and 1300 – 1700
13 September from 0900 – 1200
Equipment inspection outside these times will only be possible at the discretion of the regatta measurer and on payment of EUR 20.
- 4.4 Wet clothing, measurement and equipment checks may be made throughout the regatta at the discretion of the class representative, equipment inspector, race committee or the jury.

5. EQUIPMENT PROTESTS (NP, DP)

- 5.1 Equipment protests will only be accepted from either the race committee, equipment inspector or jury. This changes rule 60.1(a).
- 5.2 If a boat is sailed without a centreboard stopper, or with no mast retention line attached (class rule 3(b) xi), a scoring penalty of 30% rounded to a whole number (rounding 0.5 upward) of the number of entries will, without a hearing, be added to the boats score in the last completed race in which she was racing without a centreboard stopper or the retention line. However, she shall not be scored worse than DSQ. This changes rules 63.1 and A5.
- 5.3 If a sail, top mast, or bottom mast has been changed prior to a race without the permission required by instruction 6.2 the sailor will be disqualified without a hearing from the last completed race when the change was used. This changes rule 63.1 and A5.
- 5.4 For any other equipment protest, the jury may apply an alternative penalty to disqualification.

6. BOATS AND EQUIPMENT (NP, DP)

- 6.1 Competitors shall use only one hull, sail, batten set, mast, boom, centreboard and rudder; all of which shall be identified during equipment inspection.
- 6.2 In the event of damage, boats and equipment may only be substituted with the written permission of the regatta equipment inspector. If the damage occurs less than two hours before the first scheduled start on a racing day, and before the start of the last race of the day, provisional verbal permission shall be obtained from the regatta equipment inspector, jury or race committee and the written permission of the regatta equipment inspector shall be applied for before the end of the protest time limit at the end of the day in which the substitution takes place
- 6.3 For the purposes of rule G1.1, sails shall display the national letters of the World Sailing member national authority under which the entry was accepted (refer NOR 2.1). This changes rule G1.1.
- 6.4 When ashore boats shall be kept in their assigned places at the venue.
- 6.5 Boats may be required to display identification numbers.
- 6.6 Boats may be required to carry cameras, sound equipment or positioning equipment as specified and supplied by the organizing authority.
- 6.7 Access to the boat park may be restricted during certain hours including the hours of darkness.

7. RACE FORMAT

- 7.1 The entries will be divided into three fleets and will sail a qualifying series followed by a final series in accordance with the ILCA Qualifying and Final Series Formats appended to these sailing instructions.
- 7.2 If 4 races have not been completed by the end of the third scheduled racing day the qualifying series will continue until the end of the racing day in which a fourth qualifying race is completed.

8. SCHEDULE

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|--------------|---|
| 12 September | 0900-1200 & 1300-1800 Registration, Equipment Inspection
Charter Boat allocation |
| 13 September | 0900-1200 Registration, Equipment Inspection, Charter Boat allocation
Practice race at 1400 followed by an opening ceremony. |
| 14 September | two races back to back, (Qualifying series) |
| 15 September | two races back to back, (Qualifying series) |
| 16 September | two races back to back, (Qualifying series) |
| 17 September | two races back to back, (Qualifying/final series) |
| 18 September | two races back to back, (Qualifying/final series) |
| 19 September | two races back to back, (Qualifying/final series) followed by charter boat
return, prize giving party and buffet meal. |
- 8.1 The time of the first warning signal for the practice race will be 1400.
 - 8.2 The time of the first warning signal on 14-19 September will be 1100.
 - 8.3 Each day succeeding races will be started as soon as practicable after the finish of the previous race.
 - 8.4 Any race whose warning signal is not given by 1500 on the last day of the regatta will be abandoned and not resailed.
 - 8.5 The schedule may be changed to sail more than two races a day.

9. FLEET IDENTIFICATION (NP, DP)

- 9.1 While racing each boat shall display a colored band corresponding to the fleet to which she has been assigned. The band shall be placed on the bottom mast between the boom vang fitting and the boom.
- 9.2 The colored bands will be issued at registration and if bands are lost or damaged spares will be available at the race office.

10. SIGNALS MADE ASHORE and RACING AREA

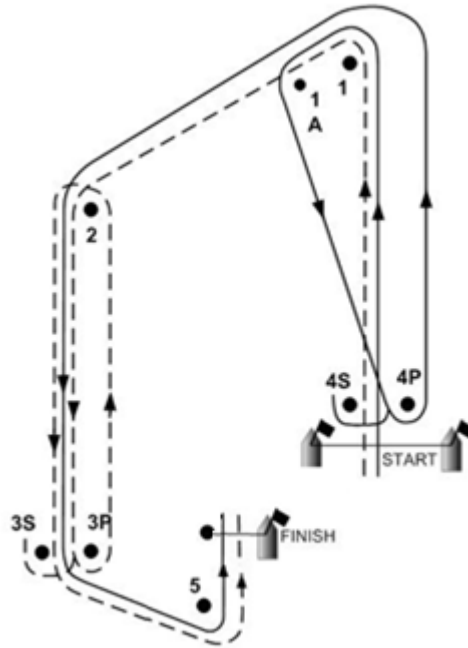
- 10.1 Signals made ashore will be displayed on the flag pole located near the race office.
- 10.2 The approximate position of the racing area is displayed on the official notice board.
- 10.3 When a signal ashore is displayed over a fleet flag(s) it shall apply to that fleet(s) only.

- 10.4 Flag G displayed with two sounds (one when removed) means “No boat shall go afloat until this signal is removed. The first warning signal will be made not less than 60 minutes after flag G is removed.
- 10.5 When flag AP is displayed ashore, ‘1 minute’ is replaced with ‘not less than 60 minutes’ in the race signal AP.

11. THE COURSES

- 11.1 The diagram shows the courses, the order in which marks are to be passed and the side on which each mark is to be left.

Outer:1, 2, 3S/3P (gate), 2, 3S/3P (gate), 5, FINISH
Inner:1, 1A, 4S/4P (gate), 1, 2, 3S/3P (gate), 5, FINISH



- 11.2 No later than the warning signal, the race committee signal vessel will display the approximate compass bearing of the first leg.
- 11.3 The length of the course will be set for a target time of 60 minutes. Failure to meet the target time will not be grounds for redress under rule 62.1(a).
- 11.4 The course may be shortened to finish at a rounding mark or a gate provided 4 or more legs have been sailed on an outer course and at least 3 or more legs have been completed on an inner course (excluding the leg between mark 1 and mark 1A).

12. MARKS

- 12.1 Course marks 1, 2, 3S, 3P, 4S, 4P and 5 will be red conical buoys.
- 12.2 Course mark 1A will be a cylindrical red buoy.
- 12.3 Change marks will be orange cylindrical buoys.
- 12.4 The starting marks will be committee vessels at each end.
- 12.5 The finishing marks will be committee vessels or, a cylindrical orange buoy at the port end and a committee vessel at the starboard end.

13. THE START

- 13.1 To alert boats that a race or sequence of races will begin soon, the orange starting line flags will be displayed with one sound at least five minutes before a warning signal is made.
- 13.2 The warning signal for the subsequent starts will be made as soon as practicable after the previous start.
- 13.3 Start Sequence and Fleet Flags

Fleets	Fleet Flags	Start Sequence	Course
Standard Yellow/Gold	Yellow	1 st Start	Outer
Standard Blue/Silver	Blue	2 nd Start	Outer
Standard Red/Bronze	Red	3 rd Start	Inner

- 13.4 The starting line will be between staffs displaying orange flags on the starting marks.
- 13.5 (DP, NP) Boats whose warning signal has not been made shall avoid the starting area during start sequences for other fleets.
- 13.6 A boat starting later than four minutes after her starting signal will be scored DNS. This changes rules A4 and A5.

14. STARTING PROCEDURE

- 14.1 Races will be started using either rule 30.3 (U Flag Rule), or 30.4 (Black Flag Rule).
- 14.2 Rule 30.4 (Black Flag Rule) is supplemented as follows;
 - (a) Sail numbers will be displayed for at least three minutes. A long sound signal will be made when the numbers are initially displayed. A boat whose number is so displayed shall leave the racing area, defined in instruction 14.2(b) before the new preparatory signal. If she fails to do so, she is liable to be scored DNE.
 - (b) Before the starting signal, the racing area is the area within 100 metres of the starting line. After the starting signal, the racing area is the area within an imaginary line drawn 100 metres outside any point where a boat might sail during normal racing and includes the area bounded by marks 1, 2, 3 and 4 at all times when any boat of any fleet is still racing.
 - (c) When the race committee decides that its application of rule 30.4 might entitle a boat to redress under rule 62.1(a), it may decide not to display her sail number and not disqualify her. This changes rules 30.4, 60.2 and 63.1.
 - (d) For the purposes of rule 30.4 a race is 'restarted or resailed' when it has the same race number as a previously abandoned or recalled race, even if the race is resailed on a later date, or is resailed as part of a final series instead of a qualifying series.

15. CHANGE OF THE NEXT LEG OF THE COURSE

A change of the next leg of the course will first be attempted by changing the position of the original mark(s). When this is not possible the course will be reset using one or more change marks (described in instruction 12). When change marks are already in use, the course may be further reset using the original mark(s). Any action or no action by the race committee under this instruction will not be grounds for redress under rule 60.1(b).

16. ABANDONING A RACE

Under rule 32.1, the race committee may abandon the race because of a major wind shift or irregular winds or when the wind speed drops below five knots (2.5 m/s) as measured by the race committee. Any action or no action by the race committee under this instruction will not be grounds for redress under rule 60.1(b).

17. THE FINISH

The finishing line will be between a staff displaying an orange flag on a race committee vessel at the starboard end and a staff displaying an orange flag on a race committee vessel or the course side of a finishing mark at the port end, except when rule 32.2 'Shortening Course' applies.

18. PENALTY SYSTEM FOR BREACHES OF RULE 42

18.1 Appendix P will apply with the following changes:

- (a) If a first penalty is signalled after a boat has crossed the finish line, a scoring penalty of 10% rounded to a whole number (rounding 0.5 upward) of the number of entries will be added to the boat's score. However, she shall not be scored worse than DSQ.
- (b) Rule P3 is replaced with "If a boat has been penalized for the first time under rule P1 and the race is restarted or resailed the penalty is cancelled, but it is counted to determine the number of times she has been penalized during the regatta."
- (c) Rule P4 is replaced with "An action by the jury under rule P1.2 shall not be grounds for a request for redress by a boat. The jury may initiate a redress hearing and may give redress for an action under rule P1.2 by a member of the jury or its designated observer". This changes rule 60.1(b).

18.2 A boat that has either retired from or been disqualified in a race for a second or subsequent breach of rule 42 shall not compete in that race if it is restarted or resailed. This changes rule 36. For the purposes of this instruction a race is 'restarted or resailed' when it has the same race number as a previously abandoned or recalled race, even if the race is resailed on a later date, or is resailed as part of a final series instead of a qualifying series. If she competes in that race, she shall be disqualified without a hearing and that score shall not be excluded (DNE) and the jury will consider calling a hearing under rule 69.1(a).

This means:

Yellow Flag	Immediate penalty action by boat	After a general recall or a postponement or an abandonment	No action by boat	After a general recall or a postponement or an abandonment
1st	Two turns / 10% (SI 18.1(a))	Can restart	DSQ	Can restart
2nd	Retire (RET)	Shall not restart	DNE	Shall not restart
3+	Retire (DNE)	Shall not restart	DNE Regatta	Shall not restart

19. TIME LIMIT

Boats failing to finish within 20 minutes after the first boat in her fleet sails the course and finishes will be scored Did Not Finish (DNF) without a hearing. This changes rules 35, A4 and A5.

20. PROTESTS

- 20.1 Protests shall be in writing and delivered to the race office within the protest time limit. Protest forms will be available at the race office. The protest time limit will be set by the jury and posted on the official notice board and may be different for each fleet.
- 20.2 Protest notices will be posted within 30 minutes of the protest time limit for each fleet. Protests will be heard at the jury office.
- 20.3 Notices of protests by the race committee or jury will be posted before the end of the protest time limit to inform boats under rule 61.1(b).
- 20.4 If rule N1.4(b) applies, the time limit for requesting a hearing under that rule is 30 minutes after the party was informed of the panel's decision.
- 20.5 On the last day of the qualifying series a request for a reopening of a hearing under rule 66 shall be delivered:
 - o within the protest time limit if the party requesting reopening was informed of the decision on the previous day;
 - o no later than 30 minutes after the party requesting reopening was informed of the decision on that day.
 - o If no racing has taken place on that day, no later than 30 minutes after 'AP over A' is displayed ashore.
- 20.6 On the last scheduled day of racing, a request for redress based on a jury decision under rule 62.2 shall be delivered no later than 30 minutes after the decision was posted.
- 20.7 Decisions of the jury will be final as provided in rule 70.5.
- 20.8 To request correction of an alleged error in posted race or series results, a boat shall complete a scoring enquiry form available at the race office.
- 20.9 A list of boats that, under instruction 18, have been penalized for breaking rule 42 will be posted after racing each day.

21. WHISTLE SYSTEM

To encourage boats to take penalties afloat, jury members may blow a whistle when they see what they believe to be a breach of a rule.

22. SCORING

- 22.1 Four races are required to be completed to constitute a championship.
- 22.2 When from four to nine races have been completed the worst race score will be excluded.
- 22.3 When ten or more races have been completed the two worst race scores will be excluded.
- 22.4 When a qualifying/final series is sailed:
 - (a) The qualifying series races and the final series races will count for total points in the championship.
 - (b) A qualifying series race will not count until all qualifying series fleets have completed that race.
 - (c) The worst qualifying series race score will be excluded when calculating the division into final series fleets.
 - (d) If only one final series race is completed it will not be excluded.
 - (e) If two or more final series races are completed then a maximum of one final series race score may be excluded.
 - (f) For the purposes of rule A4.2 "Scoring" the number of boats entered into a qualifying/finals series race will be the number of boats assigned to the largest qualifying fleet.

23. TITLES & PRIZES

- 23.1 The first sailor in the championship will be the Laser Men's World Champion.
- 23.2 ILCA cube prizes will be awarded in accordance with the ILCA Honour Award By-Law.

24. COACH/SUPPORT BOATS AND COACHES/TEAM LEADERS MEETING (DP, NP)

- 24.1 There will be a coaches/team leaders meeting every morning from 13 September 2017, 2.5 hours before the first warning signal of the day. The objectives of these meetings are to receive feedback from the coaches on the regatta organization, exchange viewpoints and inform the coaches about changes in the sailing instructions and regatta organization in general.
- 24.2 A coach fee of 100 EUR shall be paid to the host when registering at the regatta venue. The fee covers the cost of crane operations, moorings, coach boat identification, t-shirt, souvenirs and use of water and electricity in the marina.
- 24.3 All coach/support boat drivers shall confirm registration of their boats and submit the names and sail numbers of the sailors they are supporting at the race office before 1800 on 13 September 2017.
- 24.4 Each coach/support boat shall clearly display an identification number supplied at registration. No other individual support boats shall be used.
- 24.5 Each coach/support boat shall carry at least three hazard warning tapes for the purposes of SI 25.6. The tape is available from the race office.
- 24.6 Each coach/support boat is required to carry a VHF radio capable of transmitting and receiving all international ship-to-ship channels.
- 24.7 Except when participating in rescue operations, team leaders, coaches, parents and other support personnel (coach/support boats) shall stay more than 100 meters from any point where a boat might sail during normal racing and completely outside the area bounded by marks 1, 2, 3, and 4 from the time of the preparatory signal for the first fleet to start until all boats have finished or the race committee signals a postponement or abandonment of **all fleets**. When boats are finishing coach/support boats shall stay more than 100 meters outside and to windward of the starboard end of the finish line until all boats in all fleets have finished.
- 24.8 Coach/support boat drivers and crews shall wear a life jacket or other adequate personal buoyancy securely fastened at all times when afloat except briefly while changing or adjusting clothing or personal equipment. Wet suits and dry suits do not constitute adequate personal buoyancy.
- 24.9 When the coach/support boat engine is running coach/support boat drivers shall be connected to a device that will stop the engine if the boat driver falls out the boat or is otherwise not in control of the boat.
- 24.10 If a coach/support boat does not comply with instructions 24.4, 24.5, 24.6, 24.7, 24.8 and 24.9 a discretionary penalty may be applied by the jury to some or all associated competitors and may include restrictions on the movement of their coach/support boat.

25. SAFETY (NP, DP)

- 25.1 Competitors shall wear a life jacket or other adequate personal buoyancy securely fastened at all times when afloat except briefly while changing or adjusting clothing or personal equipment. Wet suits and dry suits do not constitute adequate personal buoyancy. This changes rule 40.
- 25.2 Competitors who require assistance should wave one arm with hand open. If no assistance is required, the arm should be waved with fist closed.
- 25.3 If considered necessary a competitor may be ordered by a race organization boat to abandon his or her boat and board a patrol boat.
- 25.4 Competitors shall check-out and check-in strictly in accordance with check-out/check-in procedures posted on the official notice board.
- 25.5 A boat that retires from a race shall notify a race committee, safety/patrol or jury boat as soon as possible and the race office immediately after returning to the shore.
- 25.6 If a boat is abandoned it will be marked with a hazard tape tied through the bow eye to signal that the sailor is safe.

26. RUBBISH/TRASH DISPOSAL

Trash may be placed aboard support and race officials boats.

27. PHOTOGRAPHY CONSENT

By entering the regatta competitors accept that they may be photographed and/or videotaped participating in the regatta and/or using the regatta facilities and they consent to the taking of such images and to the use, reuse, publication and republication of such images in any media, in conjunction with the competitors name or not, without compensation and without the competitors approval of such images or any use thereof.

28. LIABILITY

- 28.1 The Mornar Sailing Club, the International Laser Class Association and all their officers, members and volunteers do not accept liability for loss of life or property, or personal injury or damage caused by or arising out of the regatta. Competitors take part in the regatta at their own risk.
- 28.2 The establishment of the notice of race and the sailing instructions in no way limits or reduces the complete and unlimited responsibilities of a competitor being solely and entirely responsible for the management of a boat he is sailing.
- 28.3 All competitors shall maintain their boats in a safe and seaworthy condition.
- 28.4 A competitor shall be of good health and a competent sailor capable of racing a Laser Standard in open water in all conditions including strong winds.
- 28.5 All competitors shall be insured with valid third party liability insurance with a minimum cover of USD \$300,000 per event or equivalent thereof in any other currency.
- 28.6 A competitor is recommended to have personal accident and health insurance that covers him while attending the regatta and while racing.

29. COMMITTEE BOATS

- 29.1 The race committee signal boat, pin boat and any boat displaying course signals will not display an identification flag.
- 29.2 All other race committee boats will display a white flag with letter A.
- 29.3 Jury boats will display a flag with the word JURY.
- 29.4 Press/TV boats will display a flag with the words PRESS or MEDIA.
- 29.5 Failure of a committee boat to fly an identifying flag will not be grounds for redress under rule 60.1(b).

International Laser Class Association Qualifying and Final Series Formats

1. Introduction

1.1 This addendum applies when boats are divided into fleets to sail a qualifying series and a final series.

2. Qualifying Series

- 2.1 For the qualifying series boats will be assigned to fleets of, as near as possible, equal size and ability.
- 2.2 Initial assignments will be made by a seeding committee appointed by the organizing authority and will be posted by 2000 on the last day of registration.
- 2.3 Where a practice race is scheduled the organizing authority will post a practice race fleet assignment at 0900 on the day of the practice race.
- 2.4 In the qualifying series boats will be reassigned to fleets after each day of racing, except if on the first day only one race is completed. If all fleets have completed the same number of races, boats will be reassigned on the basis of their ranks in the series. If all fleets have not completed the same number of races the series scores for reassignment will be calculated for those races, numbered in order of completion, completed by all fleets.
- 2.5 Reassignments will be made as follows:

	Two fleet format	Three fleets format	Four fleets format
Rank in Series	Fleet Assignment	Fleet Assignment	Fleet Assignment
1 st	1	1	1
2 nd	2	2	2
3 rd	2	3	3
4 th	1	3	4
5 th	1	2	4
6 th	2	1	3
7 th	2	1	2
8 th	1	2	1
9 th	1	3	1
And so on			

- 2.6 Reassignments will be based on the ranking available at 2100 that day regardless of protests or requests for redress not yet decided.
- 2.7 If all fleets have not completed the same number of races by the end of a day, the fleets with fewer races will continue racing the following day until all fleets have completed the same number of races. All boats will thereafter race in the new fleets.
- 2.8 If four races have not been completed on the last scheduled day of the qualifying series, the qualifying series will continue until the end of the racing day in which a fourth qualifying race is completed.
- 2.9 If at the end of the qualifying series some qualifying series fleets have more race scores than others, any extra races will be abandoned so that all boats in the qualifying series have the same number of race scores.

3. Final Series

- 3.1 Boats will be assigned to final series fleets on the basis of their ranks in the qualifying series.
- 3.2 There will be the same number of fleets in the final series as there were in the qualifying series.
- 3.3 The final series fleets will be, as nearly as possible, of equal size but so that the Silver fleet is not larger than the Gold fleet and the Bronze fleet (where it exists) is not larger than the Silver fleet and the Emerald fleet (where it exists) is not larger than the Bronze fleet. Boats with the best qualifying series ranks will race all final series races in the Gold fleet; boats with the next best qualifying series ranks will race in the Silver fleet; boats with the next best qualifying series ranks will race in the Bronze fleet (where it exists); and boats with the next best qualifying series ranks will race in the Emerald fleet (where it exists).
- 3.4 Any recalculation of qualifying series ranking after boats have been assigned to final series fleets will not affect the assignments except that a redress decision may promote a boat to a higher fleet. Different final series fleets need not have completed the same number of final races. The boats in the Gold fleet will be ranked highest, except for a boat disqualified from a final series race under rules 5 or 69.